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[a213] THE MANAGER

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REASONABLE RATES.
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Proprietor
[a1332]

RANDOM REFLECTIONS.

Though Hongkong is far removed from the stirring political scenes which are daily being witnessed in the United Kingdom, its citizens are enabled by means of the excellent cable service to the Press to enjoy much of the excitement attendant upon the declaration of the polls or the publication of results in the Home Land, and for the nonce Hongkong has awakened to an interest in politics practically unknown at any other time. The fortunes of the parties have been closely followed until now it has become a sort of foregone conclusion that the combination which held office before is certain to go back. What will happen then, no man can say with any degree of certainty at this distance. One thing is apparent. The swing of the pendulum has been stopped, and the same party is likely to be returned to office for the third time in succession.

Local politics have been very prominent this week also. The Governor, with his usual tact and courtesy, has sought to bring about a better understanding between the Sanitary Board and the Executive Council, and his attempt to show that the superior authority was not animated by sheer contrivance has met with considerable success. It was certainly appreciated by those who felt most aggrieved, and, after the explanation given, we may expect that the relations between the two bodies may become more happy. The Executive Council in the role of the House of Lords is likely to make the stalwarts of the Sanitary Board less Conservative than they once were, and the fear has been expressed that they may even blossom into Socialists or some other "agin the Government" combination.

It was rather amusing to see the official and the unofficial attitude on the application of a Sanitary Inspector for three months' leave to be granted him, so that he could immediately end his period of service in the Colony and become entitled to the pension which was considered his due. The un-officially asked "what for?" but it was surprising to find the Registrar General on the same side. He might be expected to know what leave was wanted for. What does any man want leave for, eh? The higher placed officials can manage to get such leave when retiring. Why not the subordinate officials when the regulations of the service entitle them to it?

A Yokohama contemporary is of opinion that "in view of its close association with the British China Squadron, Hongkong has not shown itself extraordinarily generous in connection with the Bedford Relief Fund." I would rather put it that the generosity of the ports of Yokohama, Kobe and Nagasaki has been excessive. If a whole ship's crew had been drowned, they would probably not have done more. I believe I am correct in saying that from the various ports in the Far East over £1,000 has been contributed to the Relief Fund of which Hongkong has contributed £200.

When our railway develops into the important part of a grand trunk line linking us with the Continent of Europe, it will be understood that the farewells which are a common occurrence on the steamers will take place at the terminal station at Kowloon. Imagine the tears, the fireworks, the doleful choruses—I hope that is the right way to spell it—which will be seen, heard, and drunk at our little railway when a man leaves for Home. The waving and handkerchief display will not be so protected as on the steamer, and the agony of farewell will be considerably curtailed. The management will not, I think, have to take the steps which are reported to be contemplated by the master of the Grand Central Station in New York who thinks that it would be advisable for the railway companies in their new plans to provide a kissing-room and require all consolation to be performed there, so that the concourse, doorways, platforms and gates be not congested by those who linger for the last goodbye. How very practical these Americans are!

The cold weather of the past week led to occasional remarks that "it looked like snow." This recalls the time when a thin layer of snow was discovered on the Peak one morning about fifteen years ago, and the Chinese who had never seen such a sight before collected as much as they could to take it to their homes with the idea of using it for medicinal and other purposes. But their joy of possession did not last any longer than the snow.

Credit where credit is due! Two letters were returned last week to Hongkong which had not been delivered by the postal authorities in the places to which they were addressed, and without opening these the local officials used their intelligence to such good purpose that they discovered the writers with no other indication than the business stamp of the respective offices impressed on the postage stamp.

I had always thought that Shanghai was not so snobbish as Hongkong is supposed to be, but if the writer of "Letters of a Shanghai Griffin" is to be believed, the "clique" is just as well understood in the Northern Settlement as it is in some other places I wot of. To how many would the following description apply: "Her idea of social position was, of course, salary; and she kept on hand a thousand tall oilskins, a seven-fifty salute, a five hundred smile, and a three-fifty greeting, but never stoked anything cheaper than the latter, with the exception of her two-fifty-and-under-look-the-other-way, because she knew the horrors of fifteen shillings a week herself, and resolved never to have anything more to do with cheapness."

We are getting accustomed to the disappearance of the queue, but the wearing of the European coat does not help us to like the new man or the new boy.

ROBERTSON BENDON.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

A FINEISH MISTRESS.
A woman named Long living in Fatsan lost a pair of earrings, and accused a poor little mut (tai) or slave girl of stealing them. The child said she knew nothing of them, but the mistress would not believe her. She beat the child till she was half dead and then took an iron rod, heated it and with it seared the poor victim's flesh, giving her intolerable pain. The news reached the girl's parents, who came with a large number of friends to demand the restoration of the girl, together with \$25 compensation for the wounds received. The threatening attitude of the girl's people frightened the mistress and she promptly did as requested. It is a pity that the officials do not mete out drastic punishment to women who are guilty of such fiendish conduct.

RAILWAY THIEVES.

Many complaints have been made lately regarding the number of thefts from persons travelling on the railways. Nearly all Chinese prefer to travel 3rd class from motives of economy, and some of these have a good deal of money on them. Passengers are requested to put their baggage in the goods van, but this they rarely do, preferring to take it into the carriage with them, whence it often finds its way into the hands of the wily railway thief. The railway company is now about to employ a number of detectives who, it is to be hoped, will succeed in lessening the number of this kind of thefts.

MISSIONARIES AND OFFICIALS.

One of the European Consuls here has sent a dispatch to the Acting Viceroy urging him to take steps to secure the full protection of missionaries and their converts. The dispatch goes on to say that in some districts the people seem very hostile to the missionaries, and that those natives who have embraced the Christian faith suffer bad treatment, and the Consul complains that the local officers appear to do nothing to remedy this state of affairs. On receipt of the dispatch H. E. Tsang immediately notified the magistrates of the districts referred to, to the effect that all missionaries and converts are to receive full protection.

A STRANGE PROCEEDING.

Some time ago Taolai Lan who is in charge of the Kwong Tung Cement Works accused one of the staff named Tung of dishonesty, by "squeeze." The late Viceroy Tsang ordered that the case be tried before the Provincial Judge. The principal witness in the case was a man called Ai, for whom a subpoena was issued. He persistently refused to appear before the Court, and the case was postponed from time to time. Acting Viceroy Tsang has now given orders for the confiscation of Ai's property, and he is also to be deprived of his official rank.

SIGNALLING ON WARSHIPS.

Admiral Li is now devoting his attention to the subject of signalling by means of flags on warships. He has given orders that all warships under his charge are to be provided with full outfits of flags, and that a school of signalling is to be immediately established.

POLICE AND PUBLIC.

Some little time ago there was a riot in Kong Moon and the police fired on the crowd with the result that one or two were killed and several injured. This action on the part of the police has caused a good deal of excitement in the locality, and the most influential men in the place have sent in memorials to the Canton authorities asking for redress. It is now stated that the police have compensated the families of the deceased with the manifest sum of twenty taels, while those who were only wounded received ten. In commenting on this one of the vernacular papers bitterly remarks on the cheapness of native life. "If a foreigner, says this journal, is killed, indemnity to the amount of the thousands of dollars has to be paid. Why, therefore, asks the paper, should the life of a native be of such little value? Also it further proceeds to say that had the rioters killed a policeman or a soldier not even a fowl or a dog in the district would have known a peace for weeks."

A RAILWAY BRIDGE.

The Shek Lung branch of the Chamber of Commerce have been making a fuss about bridge on the Canton and Kowloon Railway. They say it is too low to allow vessels to pass under it, and they are clamouring for its immediate demolition. The Acting Viceroy has replied that the question of the bridge is already under consideration and he calls upon the men of Shek Lung to keep quiet during the negotiations, and to do nothing that will disturb the public peace.

A NEW TITLE.

The Provincial Judge is no longer to be known by that title; henceforth he is to be styled the Provincial Law Commissioner. Important changes are to be made in the personnel of his staff. Several persons are to be dismissed and more competent ones appointed. There are several new regulations also for the working of the judicial department and the Viceroy has expressed his approval of the new arrangements.

ALLEGED DISHONESTY.

A rather strange story is being told here, although efforts are being made to keep the affairs as secret as possible. It appears that in one of the Government Schools in this city there had been a series of thefts and that the servants had been blamed. They were indignantly angry and excited, and made up their minds to discover the thief. Several weeks passed away, but no one was caught and still from time to time fresh thefts took place. One day when the bell rang for assembly some of the servants who had secreted themselves saw one of the masters leave his room and force open the door of a colleague's room and enter. An alarm was at once raised, and the master endeavoured to dart back to his own room, but was prevented. A

meeting of the scholars and teachers was then called, and after some discussion had taken place the teacher was suspended and next day discharged. It is considered more than ordinarily disgraceful for a teacher to be concerned in such an affair, hence the efforts being made to hush the matter up.

DISHONEST OFFICERS.

Some time ago two officers named Chan and Lam were convicted of embezzlement. The former was found to have made away with 7,700 taels and the latter with 1,400. They were dismissed their posts, ordered to return to their native villages and to refund the money. Months have passed away and not a cent has been repaid by either. Now commands have been sent to the magistrates of the districts in which these men reside to ascertain if they have any property and if so to at once confiscate it in order that the government may receive the money embezzled.

MORE SUBSCRIPTION GRIFFINS.

Another batch of subscription griffins arrived from Shanghai by the s.s. *Chinkwa* yesterday. They were landed at the Douglas wharf and removed to Kennedy's Horse Repository, where they were drawn for in the afternoon, the result of the drawing being as follows:—

Pony No. 22	Mr. J. R. Boyce.
" 23	Mr. J. Witherspoon.
" 24	Mr. J. N. Macdonald.
" 25	Mr. E. C. Mackie.
" 26	Mr. C. C. Mackie.
" 27	Mr. C. C. Mackie.
" 28	Mr. F. H. Blason.
" 29	Lieut. Leygate.
" 30	Mr. W. Dixon.
" 31	Captain Brierley.
" 32	Lieut. Kirkpatrick.
" 33	Lieut. Chatter.
" 34	Captain Hughes.
" 35	Lieut. Alton.
" 36	Messrs. Kilmanoch and Kramer.
" 37	Captain Mitchell-Taylor.
" 38	Mr. C. H. Ross.
" 39	Lieut. Heygate.
" 40	Mr. H. B. Pike.
" 41	Major Eaton and Mr. T. F. Hough.
" 42	Mr. J. Johnston.
" 43	Lieut. Law.
" 44	Hon. Mr. H. Keswick.

FUNERAL OF MRS. TANG SHAO YI.

The funeral of the late Mrs. Tang Shao-yi, wife of the President of the Ministry of Posts and Communications, which took place in Tientsin on Wednesday morning, November 30, was one never to be forgotten by those who witnessed it. There were present none of the usual bands of half clad, dirty musicians, no gorgeous scrolls, no paper figures, and no procession followed by hundreds of personal friends of the family dressed in official robes. Then walked the mourners, chief of whom was His Excellency Tang, for whom the greatest sympathy was felt. Lastly, came the catafalque containing the coffin beneath which was in many respects unique in its appearance, for along the central beam of the top was dressed a lady of the first rank in carrying the coffin. The cortege was altogether a most imposing sight, because in place of the noisy and numerous paraphernalia usually accompanying a funeral in this country, one saw the quiet dignity and true sorrow which should always attend ceremonies of this kind. At different parts of the route along the Viceroy Road and the Hia Tung temporary stations had been erected where various sections of the community paid their respects to the dead. The coffin reached the Rong about noon, where it was at once transferred to the China Merchants' steamer "Hain Feng" en route for Shanghai. Never, perhaps, in the history of Tientsin had a funeral procession been so arranged or attended by so many friends and officials of all grades. It was acknowledged on all sides that H. E. Tang had made a departure from the usual custom.—*Peking Daily News.*

DRASTIC PLAGUE MEASURES AT HARBIN.

The following paragraphs are extracted from the *Manchurian Daily News* (Harbin) of November 30th:

The culpable inefficiency of the Chinese authorities at Puchiatien, the half-hearted attempts to check the spread of the plague in that town having disgusted the Russian authorities of Harbin, who offered the services of some medical experts to assist the former in the preventive measures, the latter have withdrawn the medical assistance from the Chinese quarantine station at Puchiatien and have further isolated the infected town from Harbin by means of military force. The Japanese residents of Puchiatien have removed to Harbin by train and baggage.

The Russian Consul at Chanchun has made a statement in vigorous denial of the reports circulated to the effect that the Chinese Eastern Railway has been dumping at Changchun horres of Chinese coolies coming from the plague-infected districts of North Manchuria, without even allowing them to get off the cars at Harbin or any other intermediate station, and in one instance, on free fares for the whole or part of the journey. The Russian official declares that, on the contrary, the Harbin authorities having at heart the sanitary well-being of South Manchuria, kept in close contact with the infected regions, and have stationed quarantine officers at three points between Harbin and Kwanhsung since the outbreak of the epidemic at Puchiatien and has further established at Kwanhsung arrangements for the isolation and treatment of the infected people, if any.

From the issue of the paper for December 3rd we take the following:—The Chinese Eastern Railway Administration, Harbin, has announced that the plague in North Manchuria has so far claimed altogether 425 victims including 14 Russians, of whom 414 including 9 Russians have succumbed. The Chinese Eastern Railway denies the Chinese taking passage at Changchun on any north-bound passenger train, except on goods trains. This has come into force since Thursday, the 1st.

The Committee for the prevention of Epidemics, St. Petersburg, has declared all Manchuria and the regions about Lake Baikal to be infected with the plague.

NOTES FROM JAPAN.

[FROM OUR OWN CORRESPONDENT.]

Tokyo, Nov. 23rd.

FIXED STARS AND FIXED POLICY.

In the last few years we have become accustomed in Japan to Press references to the Government's "fixed policy" in this or that, and the precise foreign mind has naturally conjured up a vision of something immovable, such as the fixed stars or the laws of the Medes and Persians. Newspaper readers will often come across such statements as the Government's fixed policy in Manchuria, in Chosen and in regard to loans and other things of national importance. This phrase has only come into use since the war, and it recalls another having a very different meaning, which was more frequently used formerly than it is today, namely, Japan's "transition stage," a phrase common with writers and used to indicate the last fifty years of change and hurry that have characterized the remarkable progress of the country. Presumably the war brought this period to a close and gave birth to the Fixed Policy Era—but we are still in a period of transition.

GOVERNMENT POLICY RECONSIDERED.

In the past few weeks the representatives of the Government have announced changes in future policy which amount to the abandonment of more than one item of Fixed Policy. These announcements have aroused the Press and in some measure discredited the Ministry. The first surprise came a few weeks ago when Marquis Katsura, Premier and Minister of Finance indicated the probability of the Government's going abroad for loans, an act which would nullify the supposed advantage gained by the annual redemption of the National Debt to the extent of fifty million yen. The loan it is proposed to raise will be used in connection with the widening of the gauge of the trunk line between Tokyo and Shinonoi and \$25,000,000 sterling is stated to be the sum required, the security for which would be the railways of the country. It will be remembered that about seven years ago, when most of the lines were privately owned, an Australian financier, the late Sir Malcolm MacEachern, visited Japan with the precise object of arranging for a huge loan to the Sanyo Railway Co., the most enterprising in the country, but after his inspection of the lines the negotiations fell through, the supposition at the time being that the property generally was inferior. It was shortly afterwards that this railway and others were nationalized, and some years later the railway finances were placed in a separate account with the object at some future date of raising a grant loan for their improvement. Hence the forthcoming railway loan cannot be considered a new idea of the Government, nor does the Government consider it, strictly speaking, a national loan.

THE SECOND SURPRISE.

The Japanese people have lately become accustomed to surprising varieties in Government policy, national and local, but nothing has been received with greater interest than the announcement just made that the Government has placed an order for a Dreadnought-cruiser with a British firm. This is a negation of the policy formally decided upon some years ago to build all future warships in Japanese yards, a policy which naturally caused intense satisfaction throughout the country, indicating as it did Japan's advance in the more serious arts and crafts which she has learned from the West. It was a real satisfaction, and not only pleased the Japanese but foreigners also, who desire to see the country making steady headway and who believe in the capacity of the people. But the frank announcement of the naval authorities and the comments of the Japanese Press show that Japan is not yet sufficiently advanced to rely upon her own naval architects and builders and to be independent of foreign assistance. To anybody who understands the Japanese people and has followed their recent progress closely, such an announcement can cause no surprise. But a portion of the Press shows itself disappointed that Japan is still behind other nations, and takes the Government to task for not ensuring better results, as if the Government has it in its power to ensure the capacity for invention, or as if it were a reflection upon Japan that she cannot do what other nations much older and more experienced can do.

PRESS OPINION IN BRIEF.

Most of the papers approve of the placing of a Dreadnought cruiser in England, although they criticize the Government for its change of policy and endeavor to ascertain the causes of such a step. The Tokyo *Asahi* considers the order an acknowledgment of Japan's inferiority in naval construction and regrets that she is still behind Europe in every branch of science. The *Asahi* then goes on to say that the Japanese-built first-class warships, the *Tokutsu*, *Thoma*, *Satsuna*, *Aki* and others do not compare favorably with those in Europe. The defects of these vessels, it may be pointed out, have long been the subject of discussion among foreign naval attaches and others acquainted with naval matters. At the time of the launching of the *Satsuna* in 1905 the doubts which prevailed among the foreign community in regard to Japan's capacity to build first-class warships were well illustrated in the huge amount of money that was wasted against the successful launch of the vessel at Yokosuka.

The launch was in every respect successful, it is believed, and it is estimated that 150,000 yen changed hands in Yokohama on that day, but it may be accepted, therefore, and without any particular discredit to Japan, that the doubts which have always been entertained in regard to shipbuilding capacity are now confirmed by the tacit admission of the Government.

A SOR TO BRITISH SUSCEPTIBILITY?

Most people, on hearing of the placing of this order in England, sought a motive, and knowing Japan's desire to build all her ships herself, put it down to an attempt to smooth away the considerable amount of ill-feeling caused in England by the new Tariff. This is the view taken by another Tokyo journal, the *Mainichi Shempo*. There is a decided feeling in this country that the Government has blundered in respect to its Tariff. The outcry that has been raised in Lancashire and Yorkshire was never anticipated, nor was it anticipated that the energetic protests of a few chambers of commerce in the industrial centres of the North would move the Imperial Japanese Government. That this order should be attributed rather to politics than necessity is another example of the good luck which attends Japan in her forward career. But there is another possible reason for the giving of the order, and that may be described as politico-commercial, having close connection with the affairs of the Steel Foundry at Maroran, with which the firm of Vickers & Armstrong is closely related. There has been a great deal of friction between the English and Japanese directors of this now undertaking in Hokkaido, and as usual the trouble has arisen out of the Japanese desire to manage things in their own way, regardless of the superior knowledge of more experienced people. Perhaps the correct view to take of this naval surprise is that it is given to England, firstly, because England can execute the order better than Japan; secondly, to smooth the ruffled feelings of the English manufacturers; and thirdly, to still the stormy waters which have been the result of the Anglo-Japanese steel enterprise in Hokkaido.

TELEGRAPHIC NEWS.

[FROM SOUTHERN PAPERS.]

PORTUGUESE REPUBLIC.

Lisbon, November 13th.
The Republican Government has declared an amnesty which includes Senhor Franco (the former dictator) and his colleagues.

AERONAUTICS—THE DENVER FATALITY.

London, November 18th.
The death of Mr. Ralph Johnstone was horrible. Something broke, causing the wings of the aeroplane to fold up. Mr. Johnstone struggled his utmost to stretch them out again, but in vain. He fell like a lump of lead, every bone in his body being broken. A crowd of souvenir-hunters rushed to the spot and fought for relics, one extracting a splinter which was piercing the body and dripping with blood, while others tore the gloves from Mr. Johnstone's hands.

A SENATORIAL AMERICAN CUSTOMS CASE.

London, November 23rd.
The United States District Court has withdrawn the attachment of the stock of Messrs. Brooke & Co., holding it to be illegal unless process were served on the defendants, who are in England.

OBITUARY.

London, November 23rd.
The death is announced of Mr. C. T. R. Scovell, P.W.D., who fell overboard from his yacht in the Channel yesterday, and was drowned.

The death is also announced of Mr. Selon Kaur, Foreign Secretary during the Viceroyalty of Sir John Lawrence and Lord Mayo, suspected disaster to a new B. I. steamer.

London, November 23rd.

The *Times* states that it is feared that the British India liner, the "Abnora," on her maiden trip to Rangoon, has been sunk off the coast of Spain. There were no passengers on board.

The B. I. steamer "Abnora" carried a crew of ninety, of whom thirteen are believed to be white men. It is stated that her cargo only amounted to 2,000 tons of coal.

OXFORD AND GREEK.

London, November 23rd.
The Congregation of Oxford has rejected by 128 votes to 132 the proposed statute abolishing Greek as a compulsory subject in examinations.

NEW FLYING RECORD.

London, November 25th.
Mr. Drexel, the American aviator, at Philadelphia, rose to a height of 9,970 feet in his monoplane, establishing a record.

WEATHER REPORT.

On the 11th at 12.35 a.m.—The anticyclone area lying over the continent has strengthened, and pressure has increased moderately over China and Japan.

Pressure remains low over the Pacific to the N.E. of Japan, and relatively so over the S. Philippines and adjacent waters.

Strong monsoon will continue to prevail along the China coast and over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.60 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	(N.E. winds, fresh; or strong fair, cloudy.)
Formosa Channel	(N.E. winds, strong.)
South coast of China between Hongkong and Lannocks.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 2.

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Nubia* is expected to arrive at Colombo on the 15th inst.

The I.G.M. str. *Kleist* left Shanghai on the 10th inst., at 3 p.m., and may be expected here to-morrow at 6 a.m.

The str. *Glenhurst* left London on 25th ult., and is due here on or about 15th inst.

The S.M. str. *Montague*, which left here on the 8th ult., arrived at New York on 8th inst.

The sudden death is announced of Sir George S. Mackenzie, K.C.M.G., C.B., who, as a director of the British India Steam Navigation Company and of the Imperial Bank of Persia, helped to control important undertakings in the East. It may be recalled that his first wife was a daughter of the late Major W. C. Armstrong, another of whose daughters is married to the British Ambassador to Japan.

SIR E. SATOW ON MISSIONARIES IN CHINA.

Speaking at an S.P.G. meeting at Plymouth on Monday Sir Ernest Satow, formerly British Minister in Peking, replied to some criticisms passed by Sir Hiram Maxim upon missionaries in China. Sir Ernest Satow said he had known intimately many of the leading missionaries—British, Canadian, American, and French—and had had large opportunities of observing what their work was and how devotedly and unselfishly it was pursued and with what magnificent results. He did not know that Sir Hiram Maxim had had any personal acquaintance with missionaries or any first-hand knowledge of their course of life. Not a single English missionary had ever been reported to have looted Chinese property at Peking at the time of the siege of the Legation.

RING UP



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OF JOHNSTONE'S

M.P.

WHISKY

EXTRACT FROM "THE LANCET."

"OUR ANALYSIS of this Whisky indicates that the statement made in regard to it is honest, that is to say—it is Pure Malt Whisky distilled in the Pot Still. Moreover, the evidence of the p. late is in favour of the statement that it is fully matured. The flavour, while mellow and rich, is soft. This Whisky is well adapted for Special Dietetic Purposes."

IT PAYS

you to buy this Whisky. Each case contains a coupon, and one who holds the one selected by the Distillers is entitled to a FREE FIRST CLASS PASSAGE HOME.

H. RUTTONJEE & SON,
12601 WINE & SPIRIT MERCHANTS.

MAPPIN & WEBB

(1908) LIMITED.

LONDON,

HAVE APPOINTED

CHS. J. GAUPP

& CO.,

WATCH MAKERS.

JEWELLERS &

OPTICIANS.

ALEXANDRA BUILDINGS,

CHATER ROAD.

TO BE THEIR

LOCAL REPRESENTATIVE IS

A Very Large Stock, the Finest

ever seen in the Colony has

just arrived.

SPORTING CUPS AND

TROPHIES

SUNDRY SILVER WARE

PRINCES PLATE

OUTLERY

FANCY LEATHER GOODS.

The Name

MAPPIN & WEBB

19 A

GUARANTEE OF QUALITY.

An Inspection is Solicited.

Hongkong, 1st December, 1910.

1333

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matters to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

Telegraphic Address: Peking Codes: A.B.C. 8th Ed. Lieber's.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On THURSDAY, the 15th DECEMBER, 1910, commencing at 11 a.m., at his Sales Rooms, Duddell Street, (For Account of the Estate of the late E. Ros) A LARGE QUANTITY OF SPANISH WINES, Comprising—

SHERRIES, MADEIRA, MOSCATEL, PORTS, etc.

Also A Quantity of GIN, WHISKY and COGNAC.

Further particulars on application.

Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 12th December, 1910. [1378]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE "HIMALAYA."

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay, etc., on SATURDAY, the 24th December, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOIRA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for Penang and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed via Bombay by the R.M.S. "HIMALAYA" due in London on the 4th February, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. HEWITT, Superintendent.

Hongkong, 12th December, 1910. [1]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI

Ships in Roma.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA," having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 19th instant, or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the godowns, where they will be examined on the 16th instant, at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 9th December, 1910. [4]

AN OPPORTUNITY FOR AMERICAN ENTERPRISE IN HONGKONG.

THE OCCIDENTAL HOTEL, situate at Kowloon, within a few minutes walk of the principal landing stages of the Second Harbour in the World, and adjacent to the Trunk Road of the KOWLOON-CANTON RAILWAY, is for lease on very easy terms.

It is an exceptionally large and showy building, fully furnished and capable of extension, with a large piece of vacant land adjoining, suitable for Tennis Courts, etc.

The Establishment has been conducted as a First Class Hotel and should prove a profitable investment if management is taken over by a competent person devoting exclusive attention to the business.

Full particulars, apply to—

H. KUTONJEE & SON, Hongkong, 8th December, 1910. [1366]

ELECTRIC MOTOR FOR SALE.

A 2 h.p. ELECTRIC MOTOR with starting switches pulleys, etc., complete is offered for sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.

Apply—

MANAGER, HONGKONG DAILY PRESS OFFICE, Hongkong, 22nd November 1910. [1307]

SUITABLE FOR XMAS PRESENTS

CANTON SATIN, SILK, EMBROIDERED, TABLE COVER, TABLE CENTRE, SCARVES, CHINESE FLAG for DECORATION and CUSHION COVER, SATIN EMBROIDERED CUFFS and COLLARS, MANTLE DRAPE, BAGS, etc. CANTON LINES EMBROIDERED, BED SPREADS, TABLE COVER, TABLE CENTRE, PILLOW CASES, INSERTION, DRAWN WORK, DOLLIES, etc., etc.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Hongkong, 24th November, 1910. [707]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 700-100 Shares numbered 25351/25430, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co., General Managers.

St. George's Building, Hongkong, 16th November, 1910. [1290]

WEI SAN KNITTING COMPANY, LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Certificates of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificates, Nos. 18-100 Shares numbered 821/920, 19-100 " " 921/1030, 20-100 " " 1031/1120, 21-100 " " 1121/1220, 22-100 " " 1221/1320, 23-100 " " 1321/1420, 24-100 " " 1421/1520, 25-100 " " 1521/1620, 26-100 " " 1621/1720, 27-100 " " 1721/1820, and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificates is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co., General Managers.

St. George's Building, Hongkong, 16th November, 1910. [1291]

NOTICE OF FIRM

THE Undersigned, CHAN MUI SAN, who, for more than forty years, was Partner and Manager of THE SUN SHING FIRM of No. 90, Queen's Road Central, has now Retired from all connection with the said Firm and has opened his Own House at No. 23, Stanley Street, where he is Transacting Business in the same lines as formerly.

CHAN MUI SAN, 23, Stanley Street, Hongkong, 2nd December, 1910. [1344]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST, Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [94-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by the MEMBERS.

Price £3.

DAILY PRESS OFFICE, Hongkong, 21st February, 1910. [316]

EXTRA CHOICE ENGLISH

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AND

BACON

70 Cents Per lb.

THE DAIRY FARM CO., LTD.

[42]

TOYS! TOYS!! TOYS!!!

JUST OPENED, a Large Assortment of NICE, BEAUTIFUL TOYS to suit every whim of a Child. Bring your little ones with you and they won't cry any more. An early inspection Solicited. Prices to suit every purse. (Call quick not to be disappointed.)

H. HIPPOOLA & Co., 15 & 15, D'Aguiar St. Hongkong, 23rd November, 1910. [1311]

JUST RECEIVED and FOR SALE for the PRESENT SEASON.

From the AGRICULTURAL and HORTICULTURAL Association of London.

A selection of the best varieties of their famous

VEGETABLE and FLOWER SEEDS.

ALSO GARDEN FERTILISERS, BOOKS on GARDENING, &c., &c.

GRACA & CO.

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INTIMATIONS

NOTICE.

IN THE MATTER of the Estate and Effects of LEUNG PIK SHAN, otherwise LEUNG FAT KWONG, deceased.

NOTICE IS HEREBY GIVEN that LEUNG WAN KWAI, the Executor of the above mentioned LEUNG PIK SHAN, otherwise LEUNG FAT KWONG, died on the 12th day of November last, and that during his life time he drew from the Estate of the said LEUNG PIK SHAN, otherwise LEUNG FAT KWONG, a larger sum of money than was due to him and his two sons LEUNG FAT and LEUNG HANG, from the said Estate.

This matter has now been carefully enquired into by the undersigned LEUNG TSOT SHI, the Mother and Guardian of the said LEUNG FAT and LEUNG HANG, and by the undersigned LEUNG SHEK SHI, the Executor of LEUNG PIK SHAN, otherwise LEUNG FAT KWONG, and at the request of the undersigned LEUNG SHEK SHI she, the said LEUNG TSOT SHI, has this Day granted a formal release relating to the undersigned LEUNG SHEK SHI from all claims by the legal representative of the said LEUNG WAN KWAI and by her said children, LEUNG FAT and LEUNG HANG, who are at the present time under the age of twenty-one years.

This Notice is formally given to inform the Public that neither the undersigned LEUNG TSOT SHI nor LEUNG FAT nor LEUNG HANG have now any further claims whatever against the Estate of LEUNG PIK SHAN, otherwise LEUNG FAT KWONG, deceased.

Witness—

YAM KWAN-UN, her

LEUNG x TSOT SHI, mark

her

LEUNG x SHEK SHI, mark

Hongkong, the 9th day of December, 1910. [1373]

NOTICE OF REMOVAL.

THE undersigned have REMOVED their Cases and Showrooms to No. 7, QUEEN'S ROAD CENTRAL (Second Floor), above the DEUTSCHE-ASIATISCHE BANK.

DADY BURJOR & Co., General Merchants, Insurance Agents, Manufacturers' Representatives and Commission Agents.

Hongkong, 1st December, 1910. [1356]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Hoses and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSGG. at \$5, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1905. [1181]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm. with CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co. Hongkong, 6th March, 1907. [58]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1184]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shiphandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St. west of Central Market). Telephone No. 515. [495]

DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 125.

Hongkong, 27th January, 1910. [1022]

SIEN TING

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905. [1063]

報新外中港香

CHUNG NGO SAN PO (Chinese Daily Press), PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over Twenty Years Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

TO LET

TO LET. FROM 1st JANUARY, 1911.

No. 11, GAGE STREET. Eight-Roomed House with Godowns.

Apply to—

E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road, Hongkong, 22nd November, 1910. [1306]

TO LET.

A HOUSE, in Knutsford Terrace.

Apply—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [1250]

TO LET.

OFFICES, Hotel Mansions.

Apply to—

HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 2nd February, 1910. [151]

TO LET.

NEW and COMMODIOUS SHOPS, Mathia Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 46, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790-]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in possession of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [89]

TO LET.

GODOWNS, 95, 96 and 97, Praya East.

Apply—

CHATER & MODY. Hongkong, 7th December, 1910. [1360]

TO LET.

No. 7, UPPER MOSQUE TERRACE.

Apply to—

M. L. CHAN, No. 1, Lower Mosque Terrace, Hongkong, 5th December, 1910. [1355]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 1st to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road. OFFICES in York Building.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The "Trams stop at the door."

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [87]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each flat.

Apply to—

J. HENNESSEY SEPT, No. 8, Des Voeux Road Central, Hongkong, 1st October, 1910. [795]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—

ATHALTON V. APCAR & Co., 14, Des Voeux Road, Central, 1st floor, Hongkong, 28th July, 1910. [875]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [994]

TO LET.

No. 9, BEACONSFIELD ARCADE, No. Shop.

No. 21, SHELLEY STREET. 1 HOUSE, in Bellisio Terrace. "EGGPODD," No. 114, PRAYA, To Let Furnished for one year from 15th April next.

SIX ROOMS. C. M. C. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.

No. 57, PRAYA GRANDE, Macao. FOR SALE.—Tox Censor, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 3rd December, 1910. [91]

TO LET.

No. 3, CHANCERY LANE, Six Roomed House.

Apply to—

V. R., Care of "Daily Press" Office, Hongkong, 8th December, 1910. [1567]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [88]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from J. HENNESSEY SEPT, Esq., Official Liquidator, to sell by Public Auction, TO-DAY (MONDAY), the 12th December, 1910, at 2.30 p.m., at No. 62, Jervois Street, Ground Floor.

A QUANTITY OF BLACKWOOD & OFFICE FURNITURE. Terms:—As Usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 10th December, 1910. [1374]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1909 £19,875,357.

I. Authorized Capital ... £26,00

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	DEVANHA	About 16th Dec.	Freight and Passage.
SHANGHAI	DEVANHA	About 23rd Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	HIMALAYA	Noon, 24th Dec.	See Special Advertisement.
LONDON and ANTWERP	SOMALI	About 28th Dec.	Freight and Passage.
ANGLO-INDIAN COAST	SOMALI	About 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	DEVANHA	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
HONGKONG	"SINGAN"	On 13th Dec., 10 A.M.
MANILA	"TEAN"	On 13th Dec., 4 P.M.
SHANGHAI	"CHINHUA"	On 15th Dec., 4 P.M.
LOILOLO & CEBU	"SUNGKIANG"	On 17th Dec., 4 P.M.
MANILA, ZAMBOANGA, THURS.		
DAY ISLAND, COOKTOWN, THURS.		
CAIRNS, TOWNSVILLE, BRIS.	"CHANGSHA"	On 19th Dec., 4 P.M.
BANE, SYDNEY & MELBOURNE		
MANILA	"TAMING"	On 20th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers leave Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 13th December, 1910

BUTTERFIELD & SWIRE,

AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	TUESDAY, 13th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 20th Dec., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th December 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 15th December.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For Further Particulars apply to

MELCHERS & CO.,

Hongkong, 5th November 1910

AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"KUTSANG"	Wednesday, 14th Dec., Noon.
KOBE & MOJI	"FAUSANG"	Thursday, 15th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 17th Dec., Noon.
MANILA	"YUENSANG"	Saturday, 17th Dec., Noon.
MANILA	"WINGSANG"	Saturday, 24th Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FAUSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,

Hongkong, 12th December, 1910.

GENERAL MANAGER.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

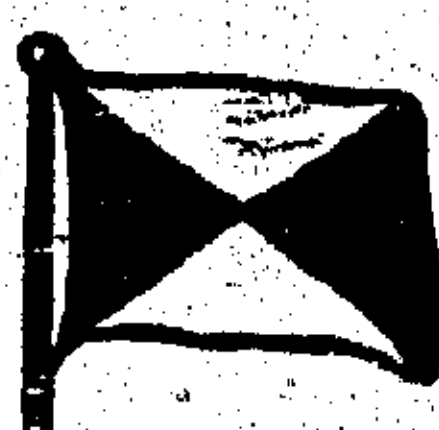
DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"PEKING"	On 13th December.
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	On 22nd December.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 25th November, 1910.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Iloilo & Cebu	On 21st Dec., 4 P.M.
ZAFIRO	4000	E. Rico	Manila, Cebu & Iloilo	On 28th Dec., 4 P.M.

For Freight or Passage apply to
HONGKONG, 9th December, 1910SHEWAN, TOMES & Co.
General Managers.
PHILIPPINES S.S. Co.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SCANDIA	15th Dec.
S.S. SLAVONIA	30th Dec.
S.S. SEGROVIA	12th Jan.
S.S. SAMBIA	28th Jan.
S.S. SILESIA	10th Feb.
S.S. PREUSSEN	27th Feb.
S.S. RHEINFELS	12th March

For Further Particulars, apply to—

HOMeward.

For ROTTERDAM, ANTWERP & HAMBURG:	S.S. DULGARIA	16th Dec.
For MARSEILLES, HAMBURG & ANTWERP:	S.S. SITHONIA	21st Dec.
For HAVRE, ROTTERDAM & HAMBURG:	S.S. ALABIA	24th Dec.
For HAVRE, BREMEN & HAMBURG:	S.S. BRASILLIA	3rd Jan.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRISGAVIA	9th Jan.
For HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	15th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th December 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "	Feb. 16th, 1911.
S.S. BUOY MARU	10,500 "	April 19th, 1911.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building,
Hongkong, 25th November, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon
VIA SHANGHAI, MOJI, KOBE and YOKOHAMA			
VICTORIA, B.C. & TACOMA	"SEATTLE MARU"	6,182	TUESDAY, 28th Dec., at Noon
VIA NAGASAKI, MOJI, KOBE and YOKOHAMA			

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"CHOSHUN MARU"	THURSDAY, 15th Dec., at 8 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 21st Dec., at 8 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS	2nd CLASS	3rd CLASS
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI, MANAGER

7031

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF
INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND
FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office
32, WATER STREET
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of Dec.	JAPAN	Second half of Dec.
TJIKINI	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJILATJAP	JAPAN	Second half of Dec.	JAVA	Second half of Dec.
TJILIWONG	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIBODAS	JAVA	First half of Jan.	SHANGHAI	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 12th December, 1910.

Telephone No. 375.

[15]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU Capt. A. E. Moss, 9,000		WED'DAY, 21st Dec., at Daylight
	KAWACHI MARU Capt. H. Peterson, 7,000		TUESDAY, 27th Dec., at 1 P.M.
	KAGA MARU Capt. M. Hagino, 7,000		WED'DAY, 4th Jan., at Daylight
	SADO MARU Capt. S. Morioka, 7,000		SATURDAY, 31st Dec., from Kobe
VICTORIA B.C. & SEATTLE	INABA MARU Capt. K. Kawara, 7,000		TUESDAY, 3rd Jan., at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, KOBE, YOKOHAMA, and YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 31st Jan., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakino, 5,000		THURSDAY, 22nd Dec., at Noon
SHANGHAI, MOJI and KOBE	NIKKO-MARU Capt. M. Yagi, 6,000		FRIDAY, 20th Jan., at Noon
BOMBAY via SINGAPORE, COLOMBO and YOKOHAMA	CEYLON MARU Capt. Fred. Pynn, 6,000		TUESDAY, 13th December
NAGASAKI, KOBE and YOKOHAMA	TOSA MARU Capt. Y. Nomura, 6,000		TUESDAY, 13th December
KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 6,000		WED'DAY, 21st Dec., at Noon
	HITACHI MARU Capt. N. Mathieson, 7,000		THURSDAY, 22nd Dec., at 5 P.M.

* She will call at Genoa. * Omitting Penang.
* Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.
To MARSEILLES and LONDON via SUEZ CANAL.

Steamers	TONS	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S Y 550.00
IYO	7000	15th Mar.	2nd Class S R 825.00
HIRANO	9000	29th Mar.	1st Class S R 560.00
TANGO	8000	12th April	" " " 540.00
KAMO	9000	26th Apr.	1st Class S R 500.00
AKI	7000	10th May	2nd Class S R 330.00
MISHIMA	9000	24th May	1st Class S R 495.00

Steamers	TONS	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S £30
TAMBA	7000	25th April	2nd Class S £21

Steamers	TONS	Leave H.K.	RATES OF PASSAGE.
AWA	7000	23rd May	To London via New York: 1st Class S £60

For further information as to Freight, Passage, Sailings, etc., apply at 13-125]

T. KUSUMOTO, MANAGER.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

[573]

SHIPPING REPORTS.

The German str. *Quarta* reports: Fresh breeze, N.E., moderate sea.
The British str. *Tea* reports: Fresh monsoon, high sea and fine weather.
The British str. *Derwent* reports: Strong N.E. monsoon with rough sea, overcast and showery.
The British str. *Haitan* reports: Fresh variable winds, E.S.E. to N.E. and moderate sea, clear, overcast weather, part misty.
The British str. *Langchow* reports: Strong N.E. gale, high sea from Tung Yung to the Brothers and variable to Swatow, thence from Swatow strong monsoon.

STEAMERS PASSED THE CANAL.

November 11th—*Atsuta Maru*, *Machao*,
16th—*Scandia*, *Wakasa Maru*. 18th—*Achilles*,
Silesia. 23rd—*Bewerick*, *Glenloch*, *Goden*,
Indragadi, *Nippon*, *Sunda*. 25th—*Antenor*,
Brigadeira, *Glamorganshire*, *Touane*. 29th—
Breconshire, C. Ferd. *Laeta*, *Cardiganhire*,
Hitachi Maru. December 2nd—*Clarence*, *Nubia*,
Palawan, *Slavonia*, *Stenor*, *Indragadi*. 6th—
Auliochus, *Benlarig*, *Moyne*, *Pathan*, *Prinze*,
Alice. 9th—*Atsutanaz*, *Belgravia*, *Buelow*,
Tango Maru.

ARRIVALS AT HOME.

December 6th—*Ambria*, *Dumbea*, *Alesia*.

